

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Moscow Oblast)

REPORT

25X1

SUBJECT Chemical Plant No. 365 in
Shchelkovo

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a report on Chemical Plant No. 365 in
Shchelkovo /N 55-55, E 38-00/.

1. Comment: According to available information, a chemical plant with a ministry number 365 is located in Dzerzhinsk.

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STATE	X	ARMY	X	NAVY	X	AIR	15	FBI		AEC		OST/Ex	x	ORR/Ex	x
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INFORMATION REPORT INFORMATION REPORT

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CHEMICAL PLANT NO. 365 IN SHCHELKOVIC

General

1. The Chemical Plant No. 365, subordinate to the Ministry of the Chemical Industry, was located at the end of a street which [] was called Paseo (sic), in the city of Shchelkovo (N 55-55, E 38-00), and on a bend of the Klyazma River. The plant area measured approximately 500 x 700 meters and was surrounded by a two-meter high wooden fence except where the plant was bordered by the river. Most of the plant structures were of one or two stories, brick with metal roofs. The margin numbers in parentheses below refer to [] sketch of the plant layout on pages 9 and 10. 25X1
- (1) Steam heating plant ash dump.
- (2) Oil and gasoline depot. Underground tanks of oil and gasoline with their respective pumps. The trucks and locomotives in the plant service were fueled here.
- (3) Waste products dump for the soli (salts) section. This waste product was moved from the plant by railroad.
- (4) Soli (salts) section. This structure measured 25 x 40 meters. An acid called Shdaosu (sic) was produced here in the form of white almond-shaped pellets which were packed in round wooden containers, 50 centimeters in diameter and 60 centimeters high. A moist white powder remained as a waste product. [] the two types of raw materials used to make this acid follows. Each week, a 60-ton car-25X1 load of finely ground salt and several cans of a heavy gray powder called Sulfi (sic), which had the property of spraying from the can when it was opened, as though it were a liquid under pressure, were delivered to this shop.
- (5) Waste product and ash dump for the yperite section (11).
- (6) Three neighboring dwellings located north of the plant. These were to be torn down since the area was considered to be unhealthy because of the fumes from the chemical plant.
- (7) Site of three demolished dwellings. These had been torn down in 1955 and the area was being cleared.
- (8) Vehicle entrance. The workers who lived near this entrance were allowed to enter here by special permission.
- (9) Sentry boxes. 25X1
- (10) Covered unloading platform serving the yperite section (11).
- (11) Yperite section. This was a 50 x 100 meter structure, [] 250 tons of a mineral called yperite was delivered daily by conveyor belt from the covered unloading platform (10) to this section. The resulting product was a liquid which was stored in large tanks (12) from where it was loaded into railroad tank cars. The waste product was a gray ash which accumulated in enormous piles in an open area adjacent to 25X1 the building. These deposits were removed from the plant area by truck, but the process was so slow that, in 1956, a railroad siding

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was under construction (13) to speed up the removal process. From 40 to 50 persons were employed in this section on each shift.

- (12) Acid storage tanks for the pyrite section (11).
- (12a.) Sizzpizstilato (sic) section. This 30 x 40 meter structure employed from 20 to 25 workers per shift. Sulfate was transported from another section by small trucks, and dumped into a hopper together with a carbon powder called Rouyez (sic) which had been brought in from outside this plant. This mixture was heated in ovens and a red-dish liquid which solidified upon cooking into a blackish paste was produced. This product, said to be used in the textile industry, was produced at the rate of two carloads each carrying 168 containers of the type usually used for transporting carbides per day. This material was said to be expensive, costing several thousand rubles per container. not indicated on sketch
- (13) Railroad siding under construction in 1956 to serve ash dump. (5)
- (14) Kennels. The dogs were used for guarding the plant.
- (15) Large coal dump. Large reserves of coal were stored in this area. The reserves were placed on alternate sides of the track each year in order to prevent combustion.
- (15a.) Pyrites dump. Large reserves of pyrites, to be used in the production of battery acid in building 241 (57), were stored here.
- (16) Small trucks.
- (17) Sulfur unloading platform.
- (18) Coke dump.
- (19) Covered unloading platform for sulfur.
- (20) Covered unloading platform for vegetable carbon.
- (21 and 21a.) Sieroregulerose (sic) section. This section was made up of two buildings, one a one-story structure, and the other a two-story building. Sulfur was delivered by rail at the rate of one and a half to two tons daily, and 18 tons of vegetable carbon were delivered daily. These were placed in a hopper in the Sieroregulerose (sic) section and the processed material was passed from this section (21) to section (21a.) through a pipe. Building 21a. had an interior storage tank from which railroad tank cars were filled. The product was believed to be a liquid acid. The workers wore masks and it was said that in case of explosion, the product would be carried for several kilometers around. A fireman guarded this section day and night.
- [redacted] 25X1
- (22) Pipes which connected (21) and (21a.).
- (23) Vegetable carbon unloading platform.
- (24) Railroad platform for loading and unloading.
- (25) Open-air pyrites dump. This was located next to unloading platform (10).
- (26) Water tower. [redacted] 25X1
- [redacted]
- (27) First aid station and milk distribution point. The first-aid station

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was staffed by a doctor and two or three nurses. There was also a consulting dentist who spent two hours each morning at the plant; since the acids were harmful to the teeth. Gas poisoning was frequent and sufferers from this ailment were first treated at the clinic and then taken by ambulance to the city hospital. A half-liter of milk was distributed to each worker daily.

- (28) Power center. Electric power came from another plant in Shchelkovo and was transformed for plant use. 25X1
the supply of electric power was adequate although there were some failures. 25X1

- (29) Loading and unloading warehouse.

- (30) Conveyor belt for transferring coal from unloading platform (32) to the steam heating plant (31).

- (31) Steam heating plant. This 30 x 50 meter, one-story structure contained four coal furnaces, of which three were in constant operation; the other one was being serviced. Steam was produced for the acid production process and for general plant heating. Coal was delivered by railroad, placed on a conveyor belt and dumped into the hoppers which supplied the furnaces. Three 60-ton carloads of coal were delivered daily during the winter and two carloads daily during the summer. 25X1

- (31a.) Secret building. This was the most secret of the several secret shops in the plant. 15 x 30 meter structure six or seven workers were employed on each shift

- (32) Coal unloading platform.

- (33) Railroad loading and unloading platform. 25X1

- (34) Building (Not further identified).

- (35) Salt unloading platform. From 20 to 22 tons of salt were delivered here by railroad each day. 25X1

- (36) Salt processing section. two products were produced in this completely automatized section which employed 15 workers on each shift:

A. Solyankakislota (sic). A mild acid which could be rubbed on the hands without harm was produced from the salt. This was shipped by railroad at the rate of 205, 28-kilogram carboys every other day.

B. Sulfate. An unknown liquid was processed with salt to produce a white powder having a bitter taste and odor, and known to be harmful to the teeth; it was called sulfate.

- (37) Acid storage tanks which supplied buildings numbered (38), (39) and (40).

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- (38) Secret building. Entrance to this 40 x 40 meter structure was strictly prohibited to unauthorized personnel. Several tanks were filled with an unknown liquid brought in from outside the plant by railroad and were used in the production process. 25X1

two products produced: Mulsia (sic). This product was a thin liquid similar to milk and was said to be used to prevent overheating due to friction in tools and instruments used to work metals. It was produced at the rate of one carload a day and shipped out in 45 to 50 kilogram cans, with 75 to 80 of these per carload. Grease was also produced each day and sent to the city in 45 kilogram cans or shipped out in 250 kilogram containers to more distant points.

- (39) Secret building. Entrance to this 30 x 40 meter structure was strictly prohibited to unauthorized personnel. Source did not know what was produced here except that a liquid was used to make it. This liquid was brought by railroad to the storage tanks (37). Whatever the product was which was produced here must have been sent to building Number (38) because nothing was sent from this building itself. 25X1

- (40) Agricultural product section. This was a 30 x 40 meter structure in which some 30 workers were employed on three shifts. A material called talc (sic) was delivered by railroad. another material was called musia (sic). These two substances were mixed without using ovens and processed in an unknown manner. Thirty-six tons of a gray powder said to be used in agricultural work, was produced daily.

- (41) Unloading platform where talc (sic) was unloaded. 25X1

- (42) Lumber storage. This wood was used for building crates.

- (43) Sawmill.

- (44) Open-air lumber yard.

- (45) Acid conducting pipes leading from building 241 (57).

- (46) Storage tanks from which tank cars were filled with acids produced in building 241 (57).

- (47) Disinfectant loading platform. The disinfectant mostly produced by the plant was DDT.

- (48) Half-meter high brick wall surmounted by a wire fence which bordered the street.

- (49) Quality control laboratory for testing raw materials and finished products. This was a 10 x 20 meter structure.

- (50) Air raid shelter.

- (51) Machine repair shop. This was a 20 x 40 meter structure completely equipped with all types of machinery such as lathes, milling machines, planers, and a forge, for the repair of plant machinery. Forty workers were employed here on each of the two day shifts while only 10 to 15 worked the night shift.

- (52 through 54) Warehouses where the acids were stored until shipment. These were large warehouses which served several sections.

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- (55) Carpentry shop. This was a 15 x 30 meter structure. About 20 workers were employed for the one shift. It was equipped with several types of carpentry machines.
- (56) Covered unloading platform for mineral for building 241 (57). Pyrites were unloaded from the railroad cars and transferred in small trucks to building No. 241 (57).
- (57) Accumulator (battery acid) Shop No. 241. The pyrites were converted into a very corrosive acid 25X1
 it ate away shoe leather where it touched it. This building measured 50 x 75 meters. This production process was completely mechanized so there were only approximately 40 25X1 workers on the three shifts. Acid not for immediate shipment was stored in three 20-ton tanks (46) which were connected to the building by an overhead pipe of unknown diameter and interconnected by other pipes. For both truck and rail shipments, the acid was packed in 30 to 35 kilogram, wicker-covered glass carboys. It was shipped out daily at the rate of 30 to 40 truckloads of from 35 to 50 carboys each; and one railroad carload of 250 carboys, stacked in two layers, every three or four days. A minimum of two tank cars were filled daily from the storage tanks by means of a tap at the foot of the storage tanks.
- (58) Loading platform for railroad transportation. This platform served Shop No. 241 (57).
- (59) Loading platform for truck transportation.
- (60) Garage. This 20 x 50 meter structure had a capacity for about 30 vehicles. A small shop for light repair work was located here. Major repairs were done in the plant's machine repair shop (51).
- (61) Loading platform. Mostly DDT was loaded here.
- (62) Air raid shelter.
- (63) Warehouse for carboys, wicker baskets and old equipment.
- (64) Railroad foreman's office.
- (65) Railroad entrance for the line which led from the nearby chemical apparatus plant.
- (66) Not identified.
- (67) Nearby textile mill.
- (68) Plant motion picture theater. 25X1
- (69) Plant dining room.
- (70) Large, three-story, plant-owned dwellings.
- (71) Statue of Lenin.
- (72) Administration office. The plant director and his secretary had their offices in this building.
- (73) Vehicle entrance gate.

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(74) Personnel entrance.

(75 and 76) Two-story building. The security office (75) was located on a corner of the first floor. The pass control office, the pay office, the billing office, the union office (76), and the plant newspaper office, were also located on the lower floor. The offices of the accounting department, the chemists and some administrative heads were located on the second floor.

(77) Fire department. The fire department was staffed by plant workers who had requested this duty. They wore khaki military uniforms distinguished by the blue, red-fringed, MVD cap. They were well-trained and continuously practiced fire drills. One fireman was constantly inspecting the fire hoses and hand extinguishers in all the plant buildings, and another was stationed by the pipe (22) which connected buildings numbered (21 and 21a).

(78) Plant library and club.

(79) Security office.

(80) Individual houses for plant chiefs.

(81) Entrance control point.

(82) Esplanade. This was an extension of the street.

(83) Highway with access to plant.

(84) Wooden fence surrounding the plant.

Railroad Transportation

2. About 95 percent of the transportation was by railroad, and the plant was served by a standard Soviet-gauge siding, which led from the electrified Moscow line. The plant had no railroad cars of its own but did own three locomotives which brought cars from Shchelkovo on a scheduled service between 0500 hours and 0600 hours, and 2300 and 2400 hours. Intra-plant railroad movement was directed from a small control office (64). Arrivals were irregular; several days would lapse between shipments of pyrites. Each shipment consisted of 40 to 50 cars of 60-ton capacity each.

Highway Transportation

3. The plant had access to an all-season asphalt third-class road (83) which was considered to be adequate only because it was used infrequently. The plant owned from 25 to 30 trucks which were used for intra-plant transportation and for local deliveries to the adjoining city and to Moscow. A truck loading dock (59) was located in building 241 (57) where approximately 30 trucks were loaded each day.

Storage

4. The plant had large dumps for coal (15) and pyrites (15a) and covered warehouses (52 through 54) for products awaiting shipment. All the buildings had additional small storage facilities. Because of the nature of the products, there was no deterioration. When possible, products were stored on the covered platforms.

Working Conditions

5. Approximately 1000 workers, from 30 percent to 40 percent of them women, were employed at the plant. There were three eight-hour shifts a day.

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Some of the difficult work, including loading and unloading which was the most exhausting and the best paid, was done by women. Annual leave, given at any time after a year's employment at the plant, amounted to 25X1

21 to 30 days, depending on the type of work. Occasionally, as a result of sickness caused by the toxicity of the acids, a two-months vacation was given. The salaries varied from 700 to 800 rubles per month for common laborers to 1000 to 1200 rubles per month for specialists. An extra month's salary was given each year to those engaged in toxic work. Those doing the loading and unloading earned the most, being paid on a piece rate and receiving up to 1500 rubles monthly.

Plant Security and Air-Raid Shelters

6. There were no guards within the plant grounds but armed guards were stationed in sentry boxes (9) located at intervals around the plant. At night, dogs were kept inside the wooden fence that surrounded the plant, attached at 60 meter intervals by a sliding leash which permitted the dogs a sixty meter run. The 25 to 30 plant guards, 50 percent of whom were women, were incapacitated workers. The entrances were guarded by armed guards and a propusk was needed to enter the plant. It was obligatory to enter by the main gate (74) except for those who lived in the area north of the plant who had special permission to enter by the back gate (8). Movement within the plant was unrestricted except for the several secret shops such as 31 A, 38 and 39 where a special pass issued by the security office (79) was needed. There were two air-raid shelters (50, 62) in the plant; the first had been constructed in 1950 25X1 and the second in 1953. Access to the shelters was not permitted but they were made of reinforced concrete, had metal doors, and a roof some 80 centimeters above the level of the ground. No special air-raid instructions or drills were held.

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Personnel Organization

7. A chart of the administrative organization appears on page 11 . the following two plant personalities:

Afansio - Plant director.

Mikhanke (fmu) - Deputy director.

No prisoners or convicts had ever worked in the plant

Production

8. The plant worked at full production capacity and fulfilled its norms. It was said that the organization was so perfect that each year it won the prize for chemical plants

25X1

Workers were constantly being stimulated to increase production but it had already reached its maximum.

Automation

9. in 1954 the 25X1 salt processing section (36) had been completely automatized thus achieving greater production with fewer workers, and other sections (not further identified) were making similar changes.

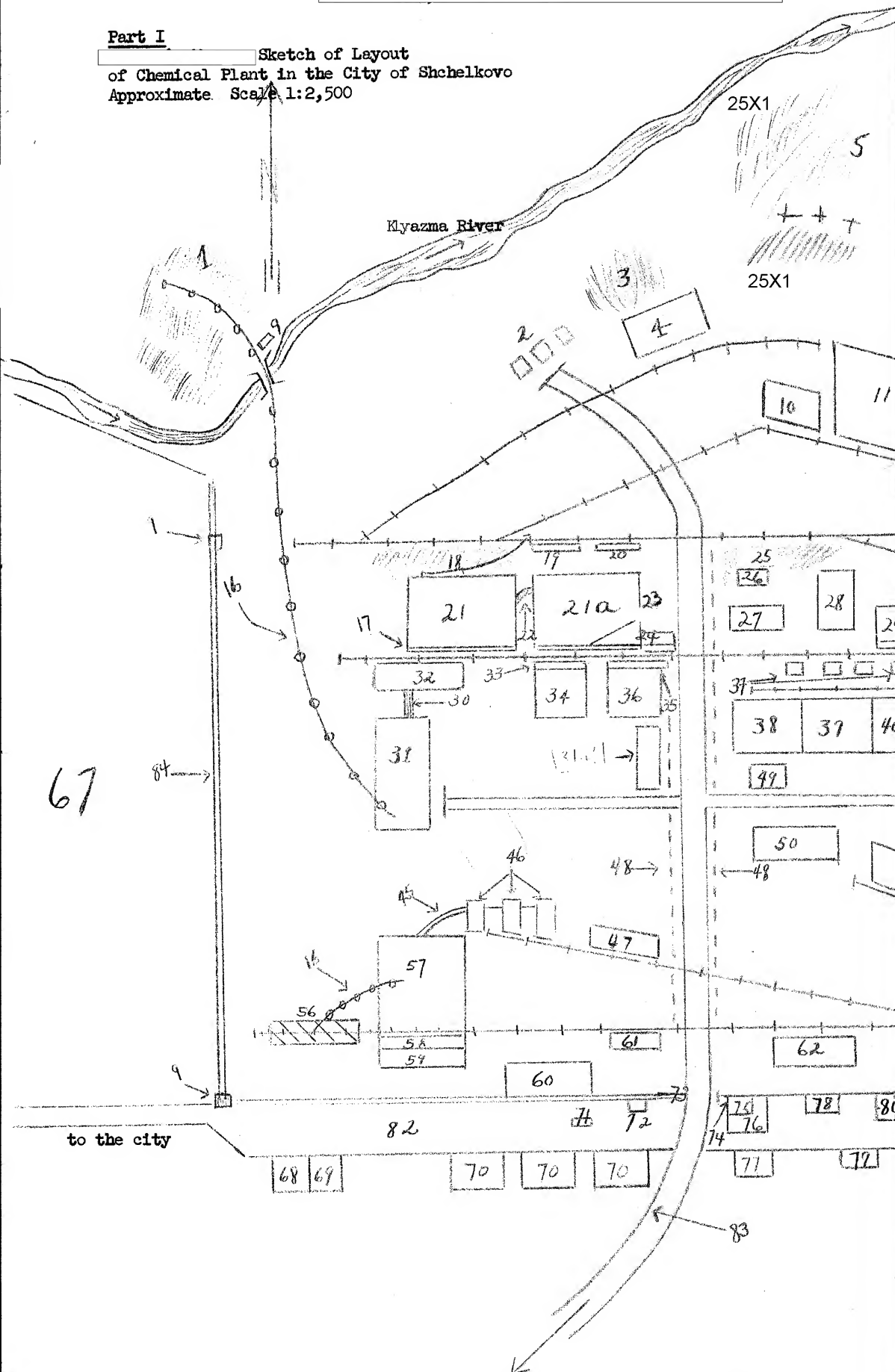
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Part I

Sketch of Layout
of Chemical Plant in the City of Shchelkovo
Approximate Scale 1:2,500



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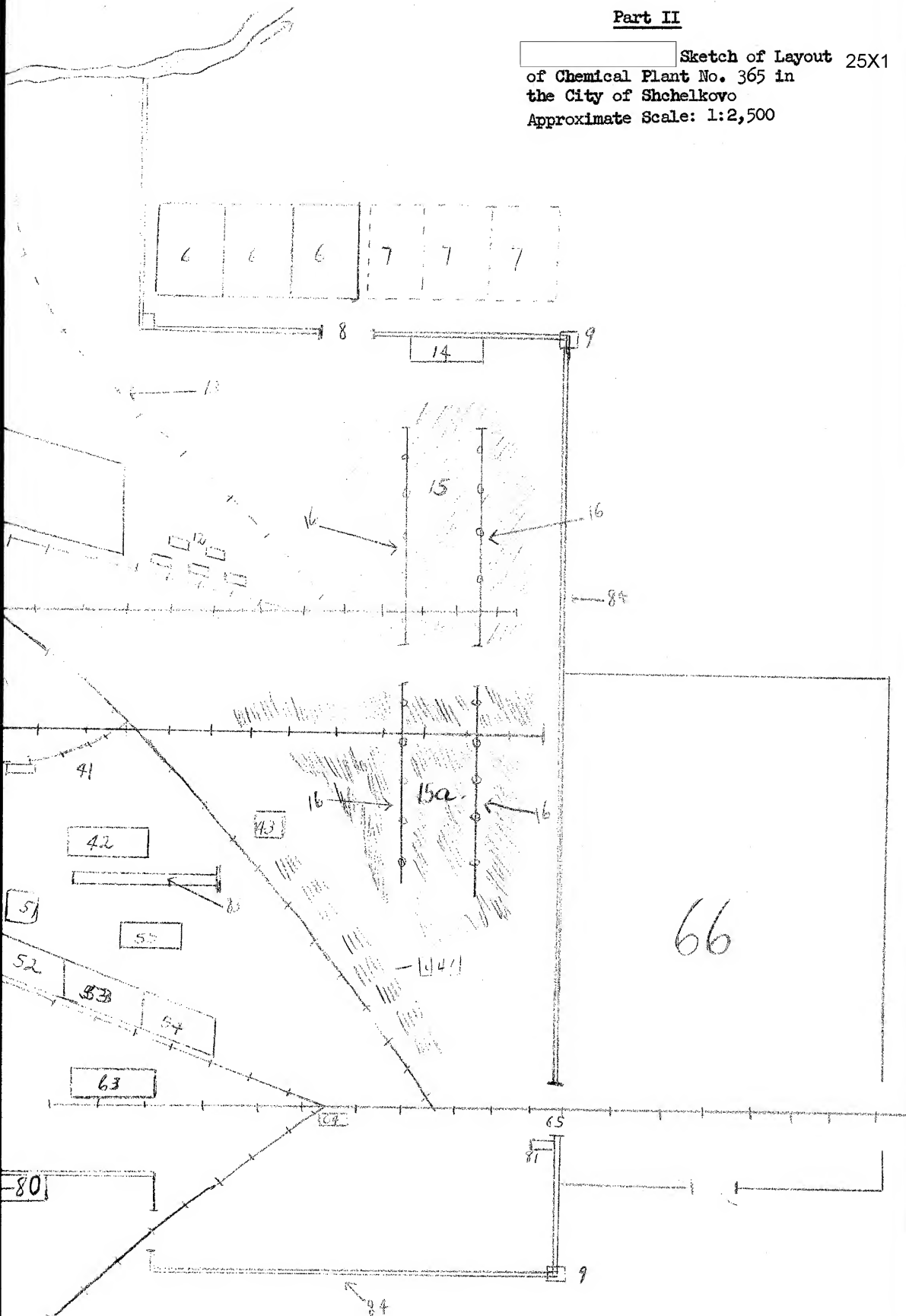
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Part II

Sketch of Layout 25X1
of Chemical Plant No. 365 in
the City of Shchelkovo
Approximate Scale: 1:2,500



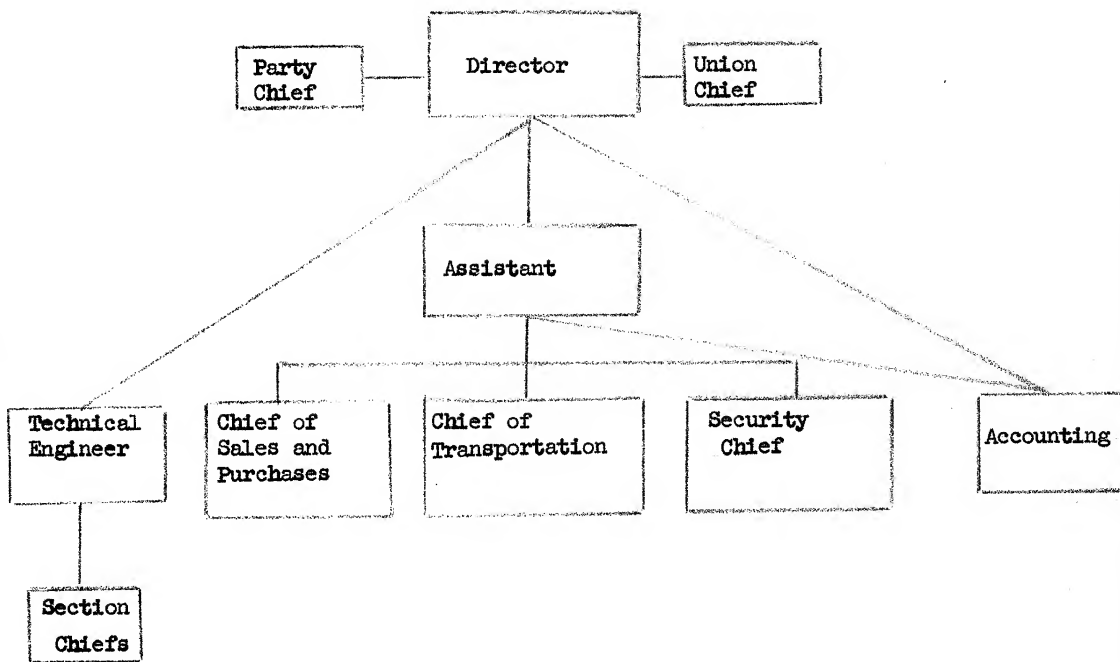
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Chart of the Organization of the Chemical Plant No. 365
in Shchelkovo



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